Complete Street and Road Diet on Second Street Corridor

May 30, 2019

CONTEXTUAL ANALYSIS: OPPORTUNITIES AND CHALLENGES

Opportunities

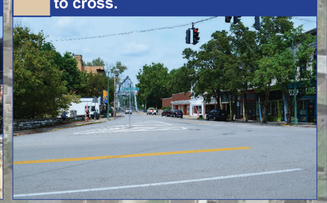
A	**Connectivity Opportunity:** Potential for an Enhanced Pedestrian/Biking Spine Connecting Second Street School to Dolly Graham Park
B	**Connectivity Opportunity:** Potential for a Walking Loop Connecting Downtown with the 2nd Street Corridor (Loop Length: 4,600 ft.)
C	**Riverfront Greenway Opportunities:** 1) Selective Clearing/Pruning for Improved Visibility 2) Water Access Features (Overlook, Docks, Stairs, Etc.) 3) Park Amenities (Seating, Artwork, Play Elements, Etc.)
D	**Connectivity Opportunity:** Potential to Extend Multi-purpose Path East to Dolly Graham Park and Connect to 2nd Street
E	**Connectivity Opportunity:** Potential to Extend Multi-purpose Path to 2nd Street
F	**Redevelopment Opportunity:** Residential In-fill, Mixed-Use (Retail, Office, Residential), and/or Civic Open Space (Park, Plaza, Etc.)
G	**Connectivity Improvement:** Improved Stairs at East End of Existing Multi-purpose Trail to Enable Bicyclists to Easy Access Bridge Street
H	**Intersection Improvement:** Improve Safety and Appearance of Intersection
I	**Future Connection:** Potential Future Connection to Taylor Ave
J	**Continuous Wayfinding:** Pontental for Wayfinding System Implemented along Utility Corridor

Challenges

1 Louisville Road @ Taylor Avenue: Steep downgrade promotes higher travel speeds entering corridor

2 Unrestricted access increases potential conflicts between vehicles pulling in and backing out and pedestrians, at existing mid-block crossing

3 Second Street @ Bridge Street: Offset intersection with "free flow" geometry is difficult for pedestrians to cross.



4 Mid-block pedestrian crossing encourages pedestrians to cross without additional enhanced safety measures.

5 Unrestricted access increases potential conflicts between vehicles pulling in and back out and pedestrians. Vehicular storage along street edge is not a desirable condition for the streetscape experience.

6 Second Street @ Capital Avenue: Wide intersection with heavy turning movements is difficult for pedestrians to cross.

7 Capital Avenue @ East Main: Existing stairs on both sides of East Main create barrier for ADA accessibility.

Strand Associates, Inc. & Human Nature, Inc.

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STREETSCAPE FRAMEWORK OPTION A - WEST

LEGEND

- Bike Lane on Street
- Multi-Use Path - Bike & Pedestrian (Potential to Incorporate Special Pavement Edge)
- Sidewalk
- Porous Paving - On Street Parking
- Green Infrastructure
- Street Landscape Buffer
- Gateway Landscape
- Mountable Curb

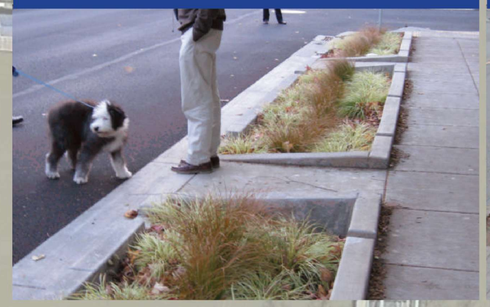
Key Design Points

Second St. Corridor	Widened Bike Lane on Both Sides of Second Street
Capital Ave. Intersection	Three Lane Southbound Approach (Right Turn Lane, Through Lane, and Left Turn Lane)
E. Main St. Intersection	Improvement on All Corners Except on Southwest Corner

Widened Bike Lane on Street

Multi-Use Path

Green Infrastructure



Special Pavement Edge

Public Art

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STREETSCAPE FRAMEWORK OPTION A - EAST

LEGEND

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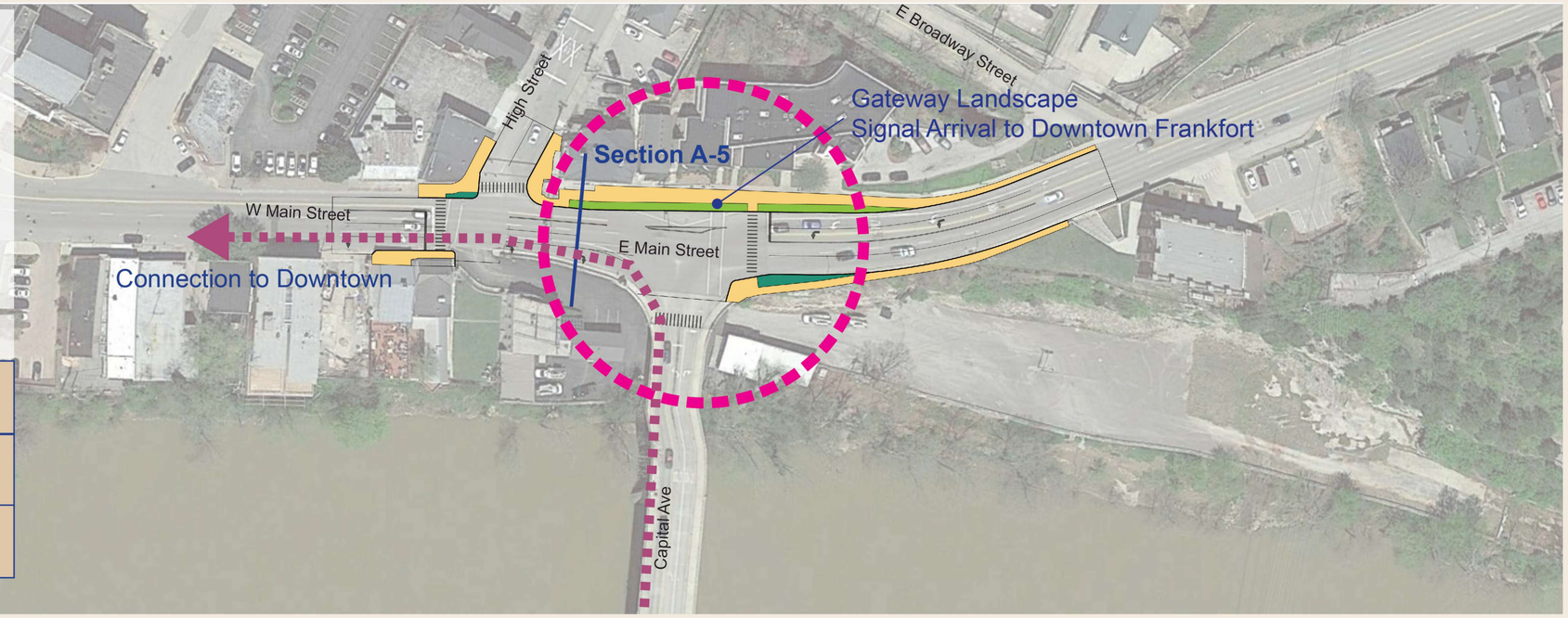

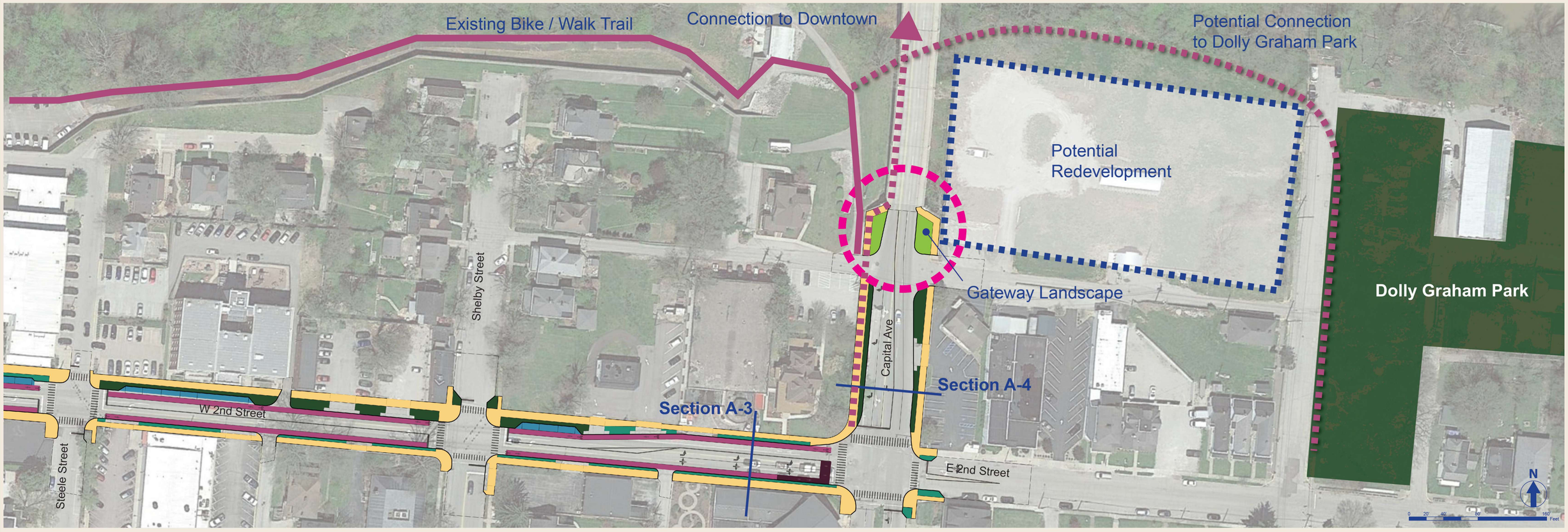

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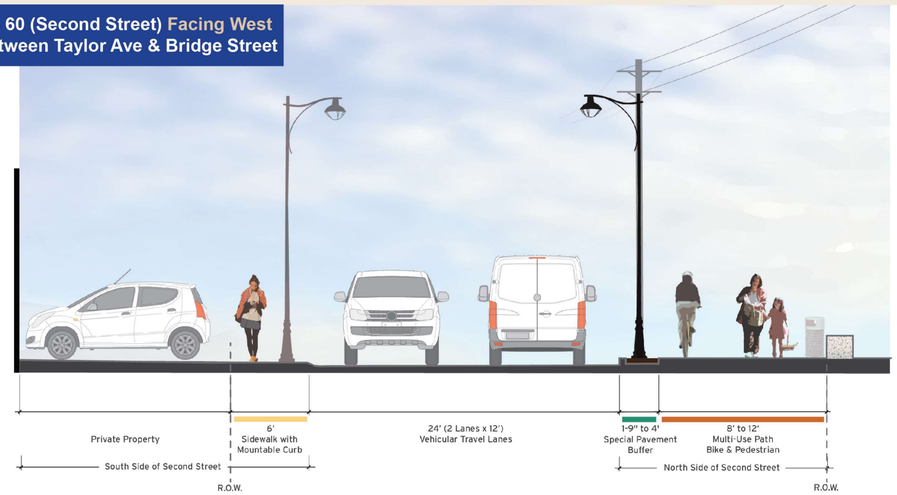
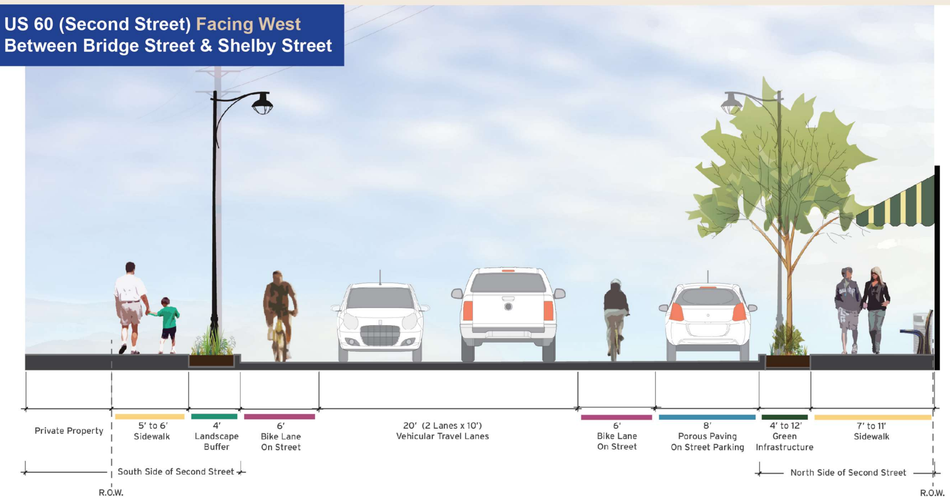
STREETSCAPE FRAMEWORK OPTION A - SECTIONS

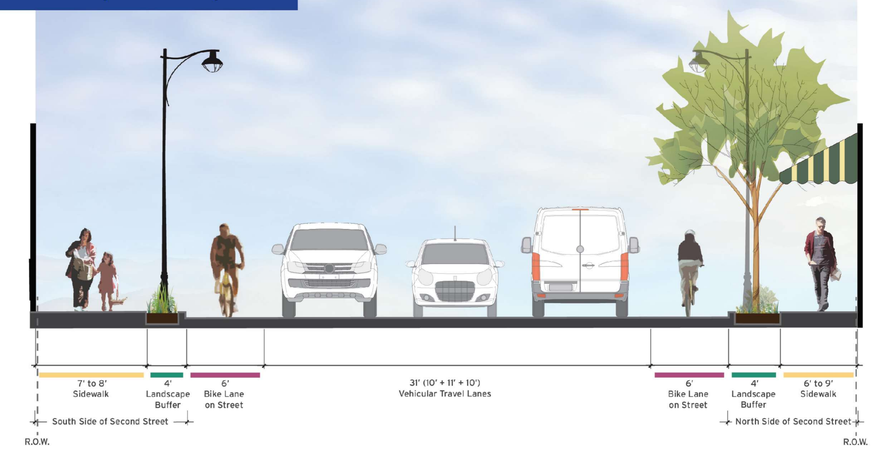
A-1 US 60 (Second Street) Facing West Between Taylor Ave & Bridge Street



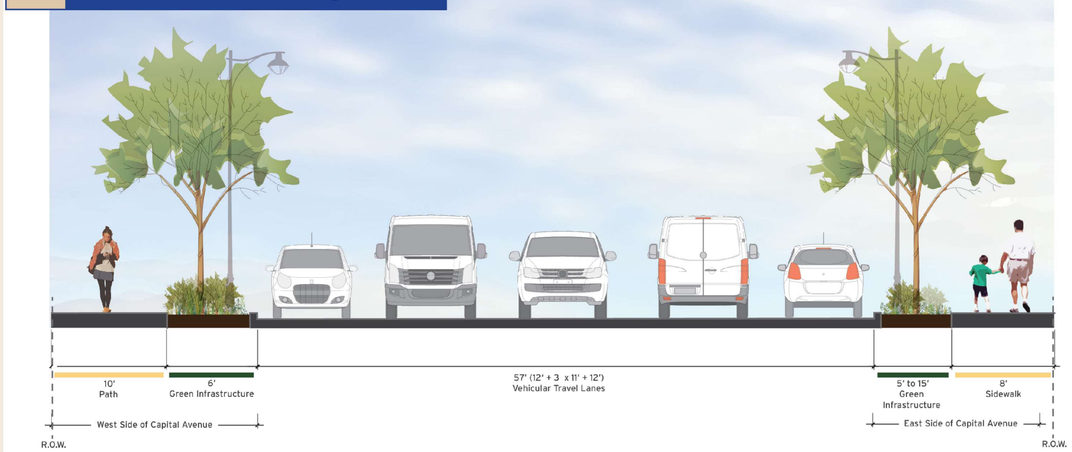
A-2 US 60 (Second Street) Facing West Between Bridge Street & Shelby Street



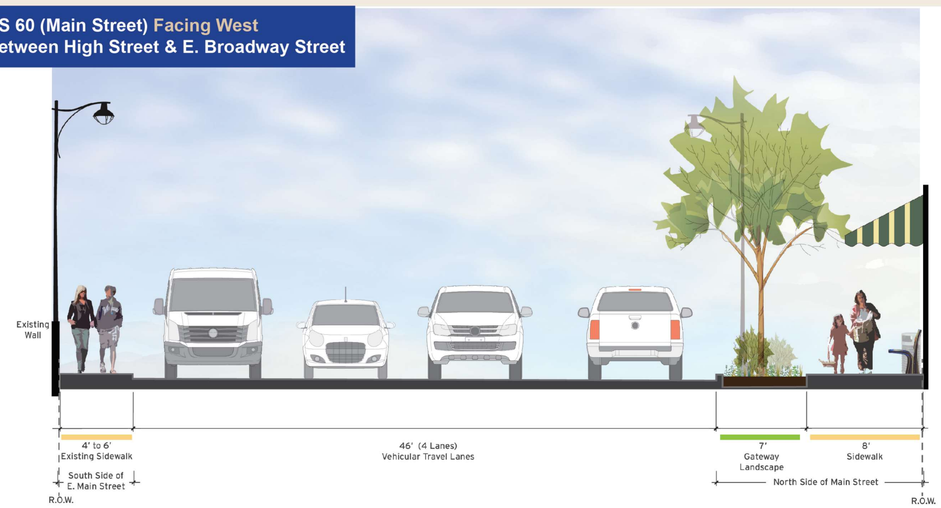
A-3 US 60 (Second Street) Facing West Between Shelby Street & Capital Ave



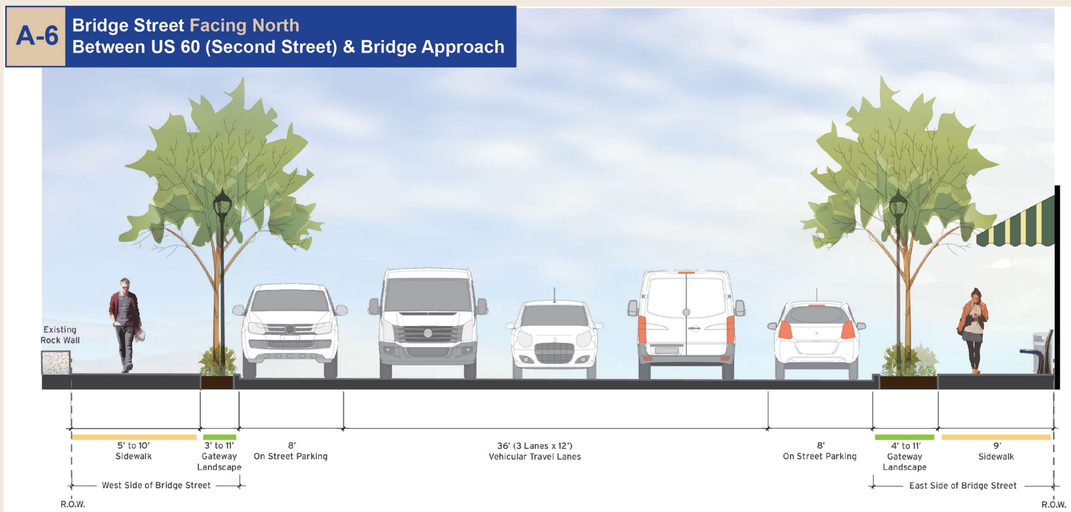
A-4 US 60 (Capital Ave) Facing North Between Second Street & Bridge Structure



A-5 US 60 (Main Street) Facing West Between High Street & E. Broadway Street



A-6 Bridge Street Facing North Between US 60 (Second Street) & Bridge Approach



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STREETSCAPE FRAMEWORK OPTION B - WEST

LEGEND

- Bike Path - Two way on Curb
- Multi-Use Path - Bike & Pedestrian (Potential to Incorporate Special Pavement Edge)
- Sidewalk
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- Green Infrastructure
- Street Landscape Buffer
- Gateway Landscape
- Mountable Curb

Key Design Points

Second St. Corridor	Separated two-way bike facility or multi-use path on North Side of Second Street
Capital Ave. Intersection	Two Lane Southbound Approach (Through/Right Turn Lane, Through/Left Turn Lane)
E. Main St. Intersection	Improvement on All Corners

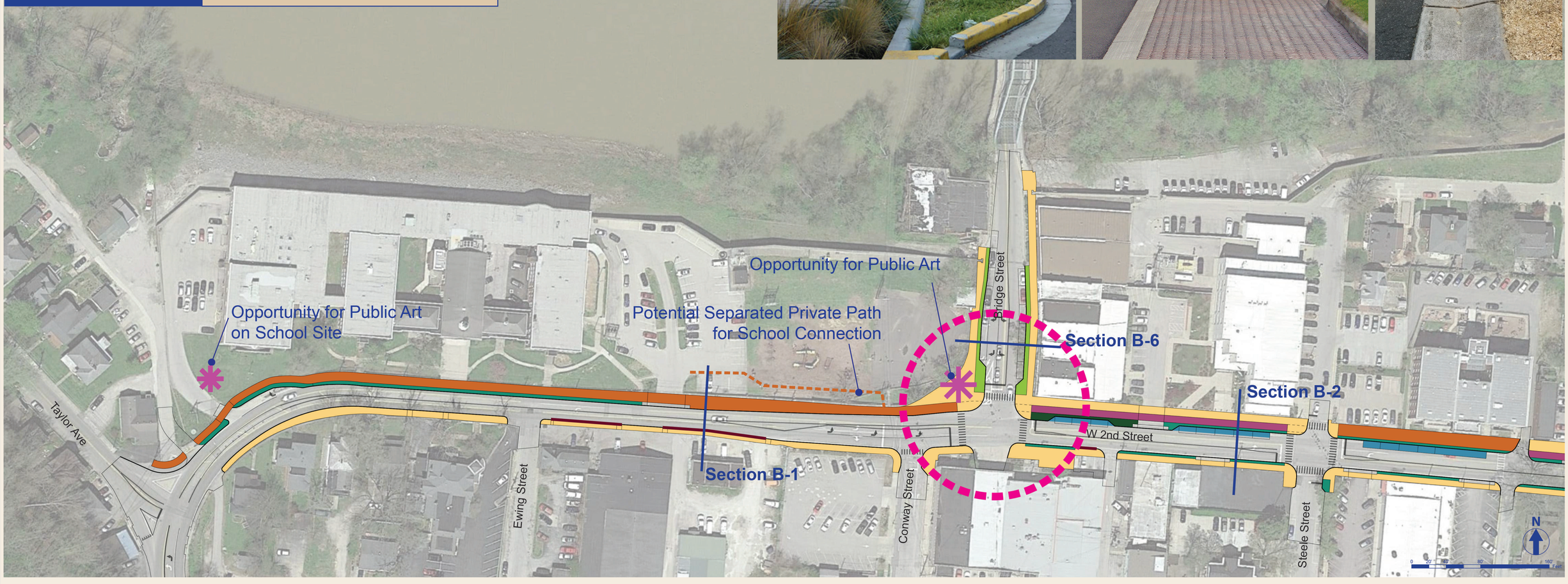
Bike Lane - Two Way on Curb

Multi-Use Path

Green Infrastructure

Porous Paving - Parking

Mountable Curb



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Complete Street and Road Diet on Second Street Corridor

May 30, 2019

STREETSCAPE FRAMEWORK OPTION B - EAST

LEGEND

- Bike Lane - Two way
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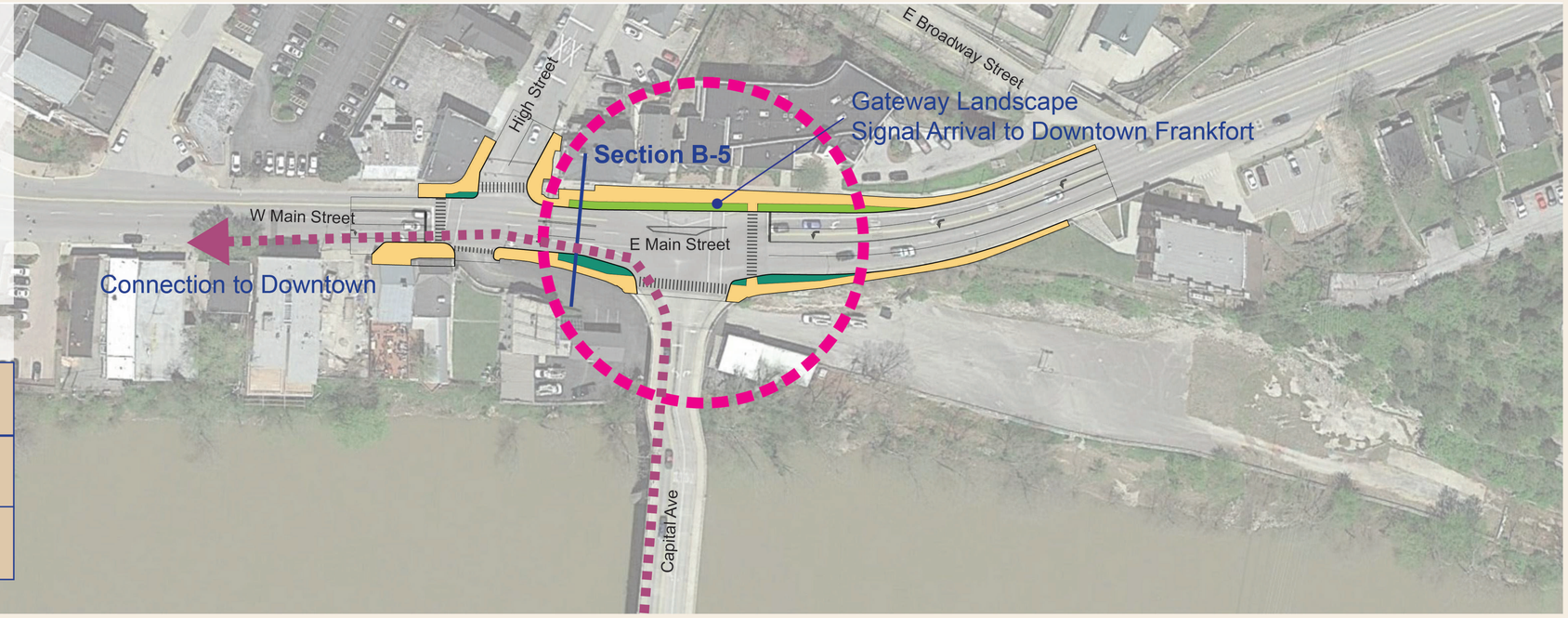

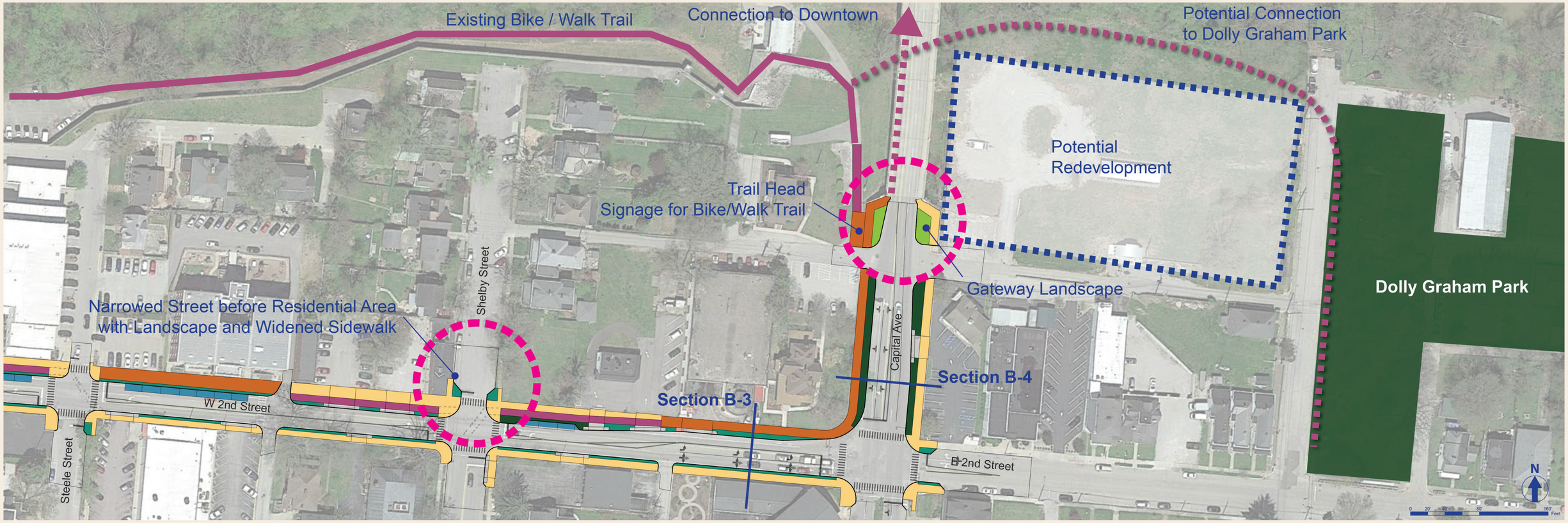

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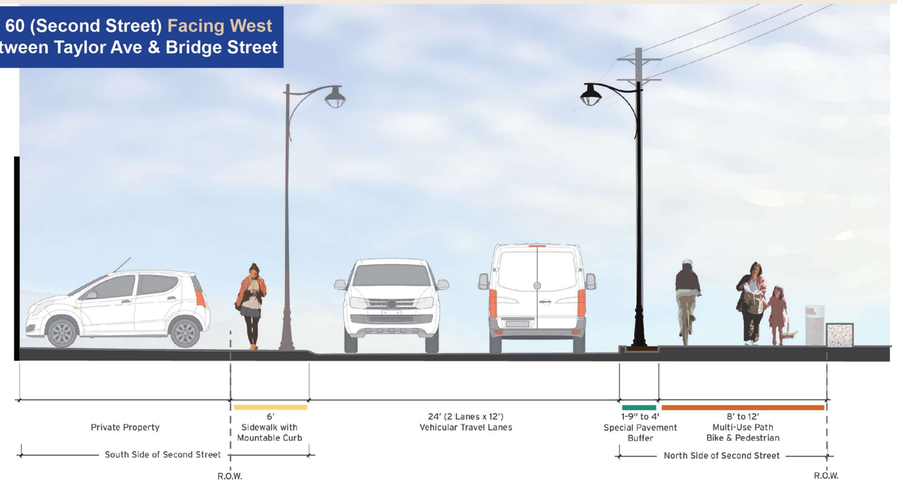
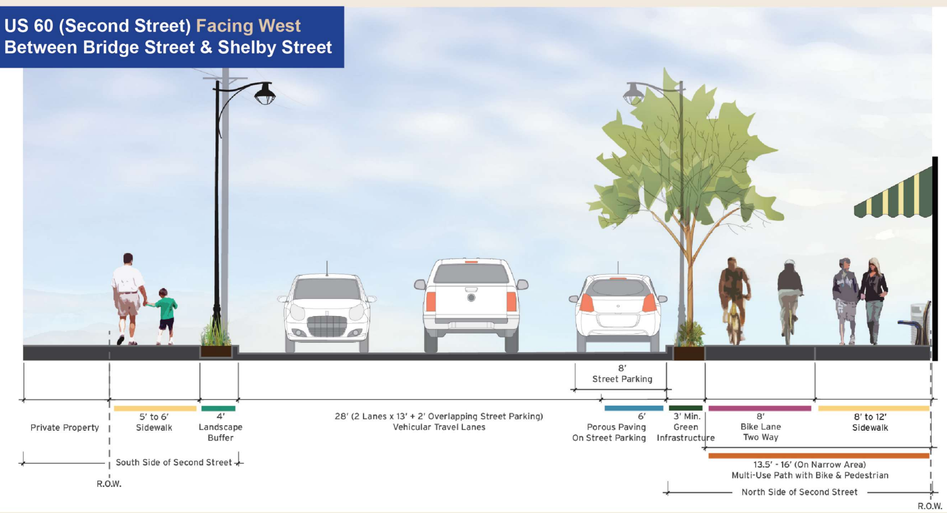
STREETSCAPE FRAMEWORK OPTION B - SECTIONS

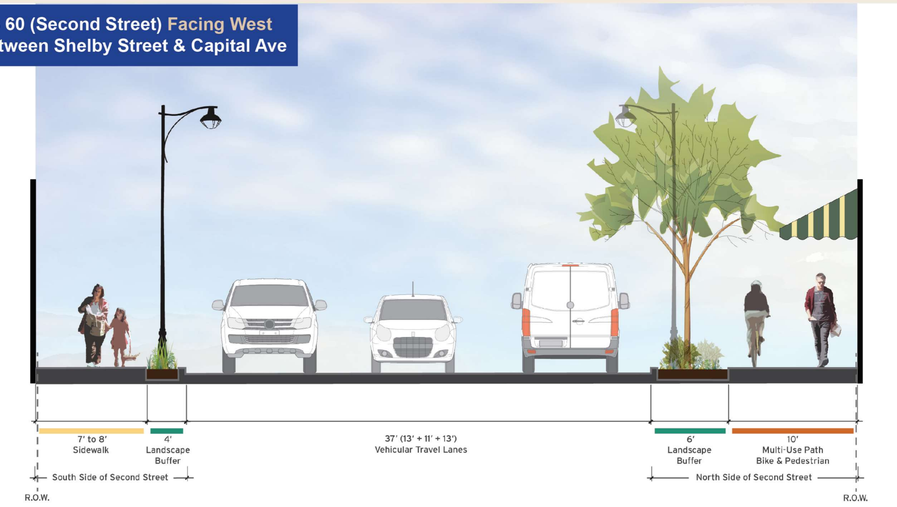
B-1 US 60 (Second Street) Facing West Between Taylor Ave & Bridge Street



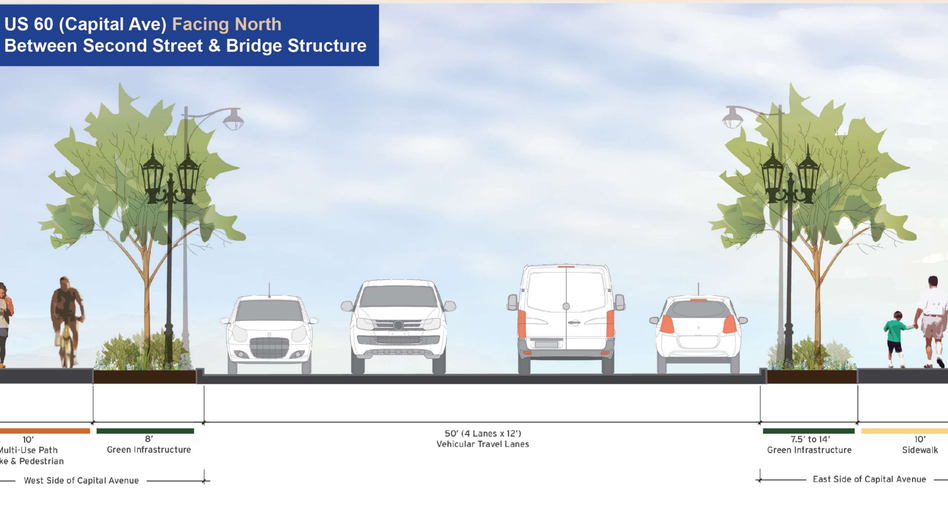
B-2 US 60 (Second Street) Facing West Between Bridge Street & Shelby Street



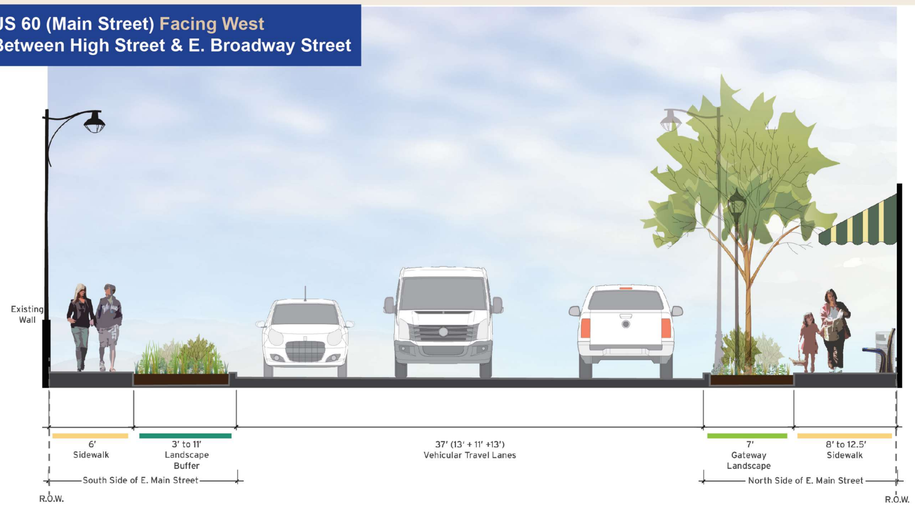
B-3 US 60 (Second Street) Facing West Between Shelby Street & Capital Ave



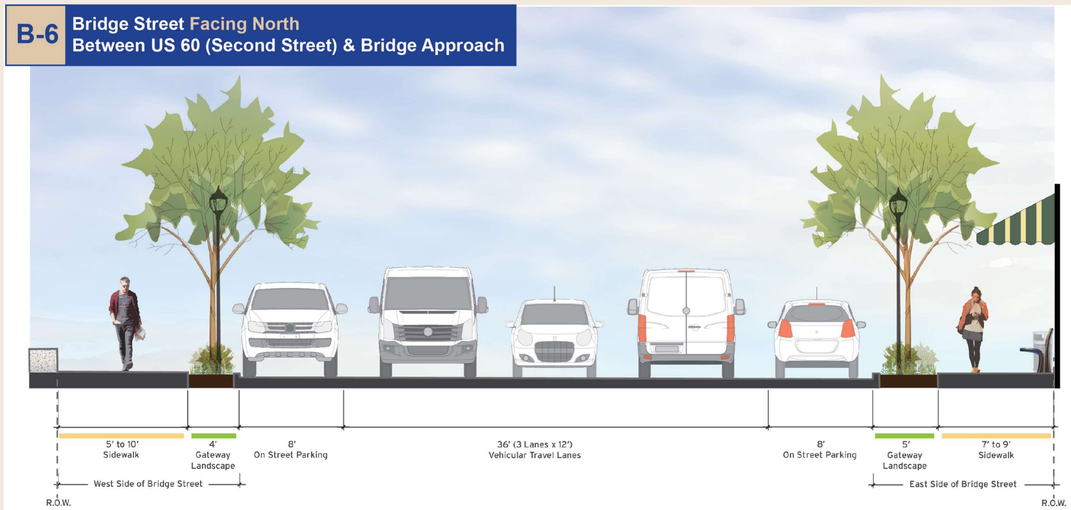
B-4 US 60 (Capital Ave) Facing North Between Second Street & Bridge Structure



B-5 US 60 (Main Street) Facing West Between High Street & E. Broadway Street



B-6 Bridge Street Facing North Between US 60 (Second Street) & Bridge Approach



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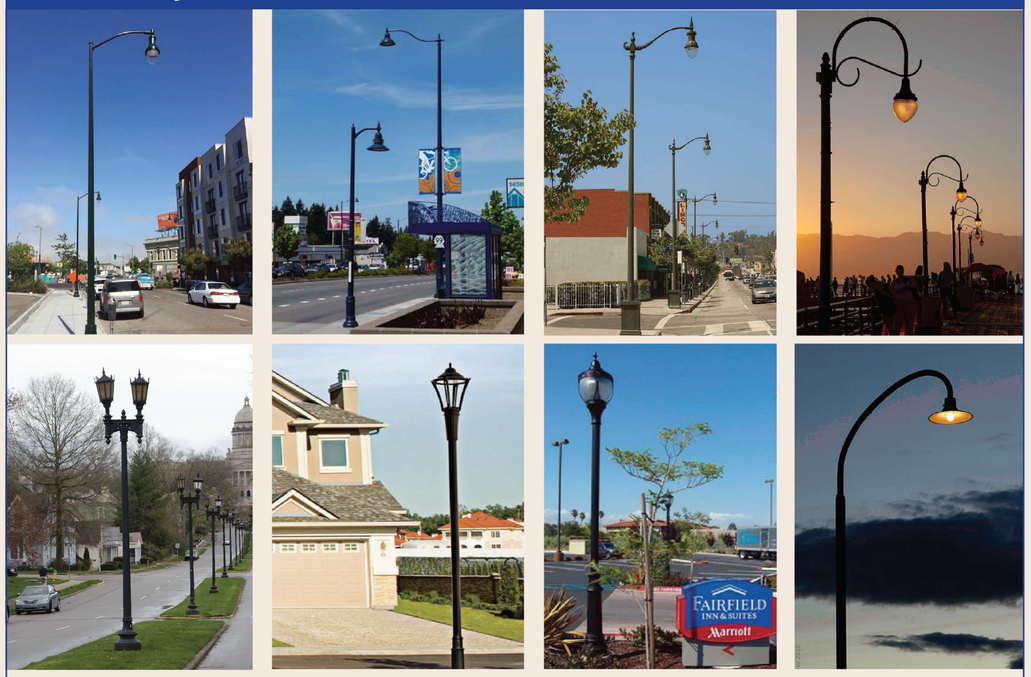
STREETSCAPE FRAMEWORK CHARACTER IMAGES 1/2

LIGHTING

Historical Style



Contemporary Style

NOTE: These images are early suggestions of type and character that might be considered.
They don't specifically represent products or materials that will be used.

SEATING

Historical Style

Contemporary Style

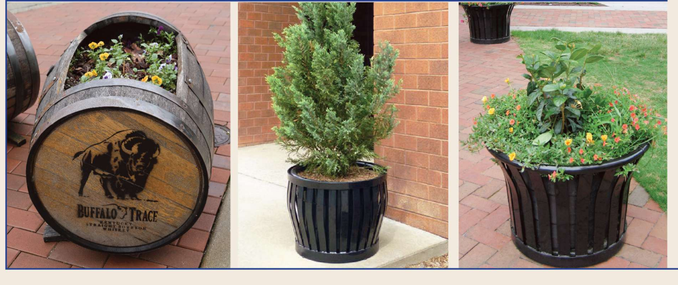
TRASH RECEPTACLE

Historical Style

Contemporary Style

PLANTER

Historical Style



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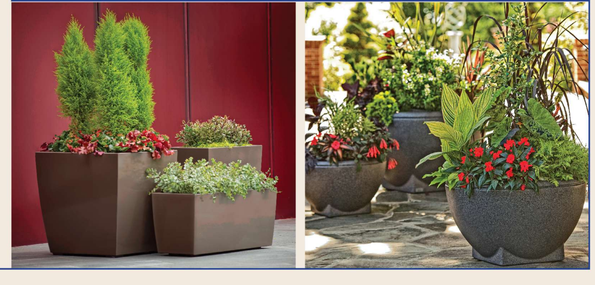

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STREETSCAPE FRAMEWORK CHARACTER IMAGES 2/2

BIKE RACK

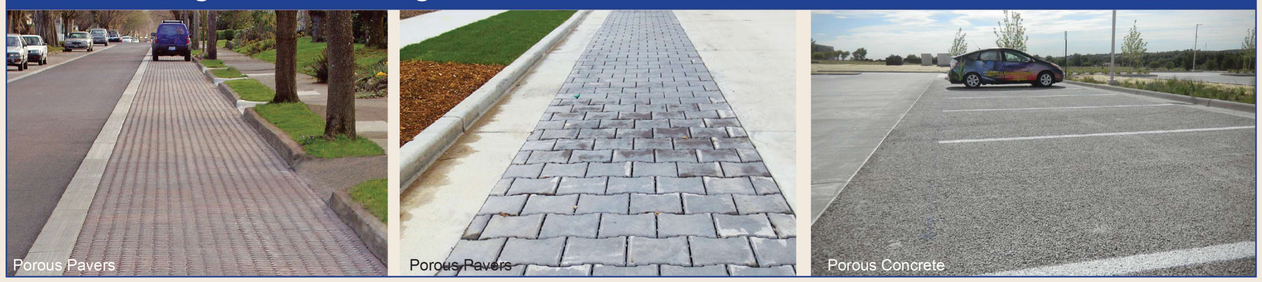
Historical Style

Contemporary Style

GREEN INFRASTRUCTURE

Stormwater Planter

Porous Paving at Street Parking

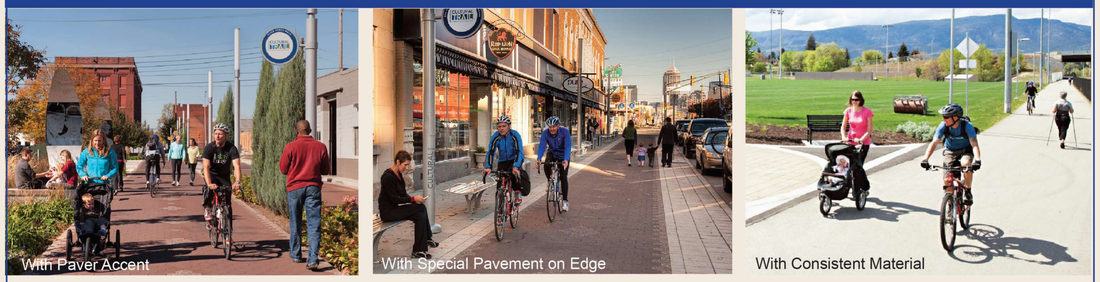


PAVING MATERIAL

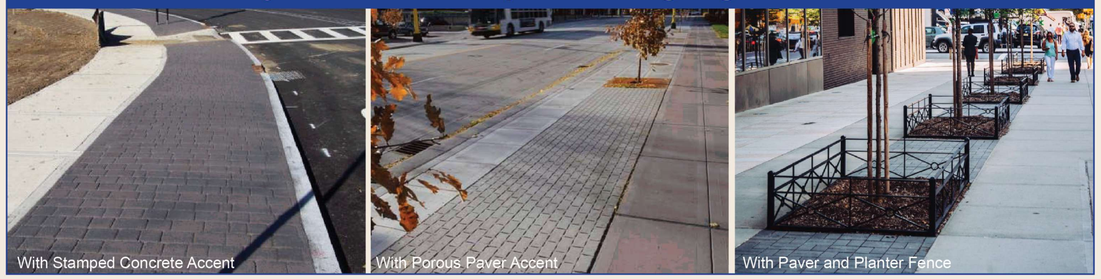
Bike Lane on Street

Separated Bike Path

Multi-Use Path



Pedestrian Walkway - Concrete with Special Paving Edge



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